

Attorney Docket No.: 2003P12572US
Application No.: 10/642,629
Page 2 of 14

IN THE SPECIFICATION:

Please replace paragraph [0013] with the following amended paragraph:

[0013] Armature assembly 112 includes a closure member [[112A]] 112B. The closure member [[112A]] 112B can be a suitable member that provides a seal between the member and a sealing surface of the seat 128 such as, for example, a spherical member or a needle member with a hemispherical surface. Preferably, the closure member [[112A]] 112B is a needle with a generally hemispherical end. The closure member [[112A]] 112B can also be a one-piece member of the armature assembly 112.

Please replace paragraph [0014] with the following amended paragraph:

[0014] Coil assembly [[120]] 108 includes a plastic bobbin on which an electromagnetic coil [[122]] 108A is wound. Respective terminations of coil [[122]] 108A connect to respective terminals that are shaped and, in cooperation with a surround 118A, formed as an integral part of overmold 118, to form an electrical connector for connecting the fuel injector 100 to an electronic control circuit (not shown) that operates the fuel injector 100.

Please replace paragraph [0016] with the following amended paragraph:

[0016] In the calibrated fuel injector 100, adjustment tube 104 can be positioned axially to an axial location within inlet tube 102 that compresses preload spring 110 to a desired bias force. The bias force urges the armature/closure to be seated on seat 128 so as to close the central hole through the seat. Preferably, tubes [[110]] 102 and [[112]] 104 are crimped together to maintain their relative axial positioning after adjustment calibration has been performed.

Attorney Docket No.: 2003P12572US
Application No.: 10/642,629
Page 3 of 14

Please replace paragraph [0017] with the following amended paragraph:

[0017] After passing through adjustment tube 104, fuel enters a volume that is cooperatively defined by confronting ends of inlet tube 102 and armature assembly 112 and that contains preload spring 110. Armature assembly 112 includes a passageway 112E that communicates volume 125 with a passageway 104A in body [[130]] 120, and guide member 126 contains fuel passage holes 126A. This allows fuel to flow from volume 125 through passageways 112E to seat 128.

Please replace paragraph [0019] with the following amended paragraph:

[0019] The upper end of body [[130]] 120 fits closely inside the lower end of body shell 122 and these two parts are joined together in fluid-tight manner, preferably by laser welding. Armature assembly 112 can be guided by the inside wall of body [[130]] 120 for axial reciprocation. Further axial guidance of the armature/closure member assembly can be provided by a central guide hole in member 126 through which closure member 112A passes.

Please replace paragraph [0027] with the following amended paragraph:

[0027] In operation, the electromagnetic coil 108A is energized, thereby generating magnetic flux in the magnetic circuit. The magnetic flux moves armature assembly 112 (along the axis A-A, according to a preferred embodiment) towards the integral pole piece 102A, i.e., closing the working air gap. This movement of the armature assembly 112 separates the closure member 112B from the seat 128 and allows fuel to flow from the fuel rail (not shown), through the inlet tube 102, passageway 104A, the through-bore 112D, the apertures 112E and the body 120, between the seat 128 and the closure member 112B, through the opening, and finally through the orifice disk 130 into the internal combustion engine (not shown). When the electromagnetic coil 108A is de-energized, the armature assembly 112 is moved by the bias of the resilient member [[226]] 110 to contiguously engage the closure member 112B with the seat 128, and thereby prevent fuel flow through the injector 100.